



National Business Aviation Administration (NBAA)
 Friends/Partners in Aviation Weather Forum (FPAW)

Summer Meeting July 12 – 13, 2017

NTSB Conference Center
 L'Enfant Plaza Promenade in Washington

BIOGRAPHIES OF PRESENTERS

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Anthony Brent*Federal Aviation Administration (FAA)*

I've been an Air Traffic Controller for 17 Years with the US Marine Corps, FAA and Contract FSS. I have specialist, QA and management experience in the Washington Operations Center, FSS, Tower and Approach control environments. Most recently I have worked at FAA HQ for the Flight Service Safety and Operations Group where I am a SME for Weather, NOTAMs, DATA analysis, and Audits.

Joe Burns*Sensurion Aerospace*

Captain Joe Burns is a twenty-five year veteran of Aviation, Technology, and Communications industries. He was most recently the Managing Director of Technology and Flight Test at United Airlines responsible for over \$200M in annual NextGen programs. Joe also held positions as Managing Director – Flight Standards, FAA Certificate Director of Operations, Director Flight Standards, Chief Pilot FFDO Program, Manager Automation Systems, and Pilot Instructor. Type-rated on many large jet transports, he recently served as International Captain on the Boeing 767 and 757. He is currently CEO at Sensurion Aerospace – an Unmanned Systems manufacturer and technology operations firm.

His engineering and management experience includes CEO positions at Xcelar, Inertia Technology, Chief Pilot and systems engineer for Coffeen Associates, Chief Systems Engineer for Ericsson, Inc.'s Fiber Optic Division, and Engineering Manager for Sprint.

He is currently on the Executive Branch Advisory Board for Position, Navigation, and Time (GPS); Board Member for Aspen Avionics; Board Member for Sensurion, Inc.; Member of the NextGen Advisory Council Subcommittee; Board Member Emeritus for EMS Technologies (NASDAQ:ELMG); Board Member and CEO Emeritus of ATN Systems, Inc.; Former Advisory Board Member for the National Center for Atmospheric Research (NCAR/UCAR); Chairman Emeritus for the ATA Air Traffic Control Council and Operations Committees

Captain Burns holds an M.B.A. in Management from the Miami University distinguished Farmer School of Business and a B.S. in Aeronautics/Aeronautical Engineering from Miami University. Joe has over a dozen patents in aeronautics, security, and communications technology applications.

Bruce Carmichael*National Center for Atmospheric Research (NCAR)*

Dr. Carmichael holds a M.S. from Northwestern University in Applied Mathematics and a Ph.D. from the University of Maryland in Computer Science. He has 40 years of experience spanning a number of activities including university teaching, commercial research, government service, consulting, and academic research. His past 29 years have been involved with the aviation industry in automation of maintenance processes, air traffic control, and weather information. He has been involved in system engineering of improved FAA systems to deliver weather information to users. For the past eighteen years he has been at the National Center for Atmospheric Research, where he has acted as the Director of the Aviation Applications Program. This program is working to improve weather information for pilots, dispatchers, and controllers, particularly related to the hazards of thunderstorms, turbulence, and icing. Dr. Carmichael is also an active commercial instrument-rated pilot.

William Claybrook*Leidos*

I am presently the Training Manager for the Leidos Flight Service Program. I have over 33 years of Air Traffic Control experience that includes over 21 years as an Air Traffic Control Specialist and Flight Service Specialist with the Federal Aviation Administration (FAA) and over 12 years working on the Lockheed Martin Flight Service (LMFS) and Leidos Flight Service (LFS) Contracts. My duties have spanned the spectrum from an Specialist, Training Specialist, Quality Assurance Specialist, Supervisor, National Training Technical Lead and National Training Manager.

Jenny Colavito*Federal Aviation Administration (FAA)*

Ms. Colavito holds a Bachelor's of Science in Aerospace Engineering from Virginia Polytechnic Institute and State University. She has worked as an engineer and project manager for the FAA since January 2009. From 2009 – 2012 she led convective weather research and product development; from 2012 – 2015 she supported the Weather Integration into Air Traffic Management program; and from 2015 to present she has led ceiling and visibility research and product development. Prior to joining the FAA, Ms. Colavito worked for the U.S. Army in the process of airworthiness certifications for military helicopters.

Ernie Dash*AVMET*

Ernie is an aviation meteorologist with extensive experience supporting Air Force operations and FAA weather programs. He's originally from Illinois and has a Bachelor's Degree in Engineering Administration from Millikin University in Decatur, Illinois. Compliments of the Air Force, he attended Texas A&M and became a meteorologist. Later on, he got a Master's in System's Engineering from the University of Southern California.

While in the Air Force, he became a satellite meteorologist and also participated in the initial drafting of Air Force requirements for a ground Doppler weather radar system which ultimately became the Tri-Agency (DOD, DOC, and DOT) NEXRAD program. Ernie retired in 1989 as the Commander of the 5th Weather Wing at Langley Air Force Base in Hampton, Virginia; and has stayed in the area as a resident of York County, Virginia.

Ernie began providing contract support to the FAA FIS data link program initiatives in 1989. One of his initial FAA tasks was to draft the requirements and demonstrate the operational concepts for a weather data link service. He has also been actively involved in developing several RTCA documents and he led a team that drafted the JPDO NextGen Weather Concept of Operations.

Ernie continues today as an AvMet consultant providing “*selective*” special project support to the FAA weather programs. He especially enjoys relaxing with his feet in the sand at his vacation home in the Outer Banks, North Carolina.

Rune Duke*Aircraft Owners & Pilots Association (AOPA)*

Rune Duke joined AOPA in 2015 as Director of Government Affairs, Airspace and Air Traffic. He has a diverse background in aviation that includes prior experience as a military air traffic controller and as a manager of a general aviation airport. He is a commercially rated pilot, a Certified Member

of the American Association of Airport Executives, and has a Master of Aeronautical Science degree in Aviation Operations from Embry-Riddle Aeronautical University. He participates in the RTCA Tactical Operations Committee, Performance-based Operations Aviation Rulemaking Committee, and represents AOPA in various forums. Rune remains an active pilot, flying out of Frederick every chance he gets.

Donald Eick

National Transportation Safety Board (NTSB)

Mr. Donald Eick is a Senior Meteorologist in the Office of Aviation Safety in the Operational Factors Division (AS-30), of the National Transportation Safety Board (NTSB) where he provides technical weather analysis and documentation for accident investigations in all modes of transportation. He has over 40 years of experience in aviation weather and has been with the NTSB since 1998. During that time has been involved in hundreds of general aviation, regional, majors, and international air carrier accident investigations.

He has also been featured in several documentaries on weather related aircraft accidents. Mr. Eick was formerly with Trans World Airlines for 14 years, where he started as an instructor in flight operations teaching meteorology, regulations, and flight procedures in their Kansas City training center. He was promoted to the position of head of meteorology at TWA's Operational Control Center located at JFK International Airport in New York, where he was responsible for providing worldwide weather support to operational control and flight dispatch, and assisted in the daily operation of the airline. He received numerous awards and has been recognized for his outstanding performance and achievements in aviation weather support.

Mr. Eick has also an extensive aviation weather training background and provides instruction at the NTSB's Basic Accident Investigation Courses (BAIC) in the aviation and marine divisions, and special military programs.

Mr. Eick earned Bachelor of Science degrees from Embry-Riddle Aeronautical University in Aeronautical Studies and from Florida State University in Meteorology. He holds a private pilot, aircraft dispatcher, and weather observer certificates, and has completed his commercial and instrument ratings.

Thomas Fahy

Capitol Meteorologics

Tom Fahy lobbies on behalf of weather information/ weather technology companies and commercial weather data satellite companies. He is one of a few lobbyists that advocates on weather issues before the Congress and the Administration. Culminating a successful four-year lobbying effort is the passage of HR 353, the Weather Research and Forecasting Innovation Act of 2017 that was signed by President Trump in April 2017 creating Public Law No: 115-25. The House Science and Senate Commerce bills contained specific references to aircraft based weather observations from commercial weather data providers.

In 2005 the National Weather Service presented him with its "Mark Trail Award" for his intergovernmental advocacy efforts to improve emergency warning capabilities for NOAA Weather Radio and for strengthening NOAA's ties with the broadcast industry to improve public warnings. In 2007 NOAA again recognized his efforts after he produced public service announcements about the societal benefits of Global Earth Observations (GEO). The U.S. Dept. of Justice and the National Center for Missing & Exploited Children have recognized Tom for his contributions and service for his work on the National AMBER Alert Plan.

Tom is a member of two boards for American Meteorological Society - the Board for Enterprise & Economic Development that organizes the Washington Forum; and the Board on Enterprise Communications that organizes the Summer Community Meeting. In 2017 he was named Chair of the Planning Committee for the AMS Washington Forum. In 2013 Tom served as session Co-Chair at the AMS Summer Community Meeting that examined the needs for greater weather support to the aviation community.

Tom Fahey
Delta Air Lines

"Tom has worked in Aviation Meteorology for 40 years. The first 32 years were at Northwest Airlines doing forecasting shifts; acting as union representative; developing forecasting techniques; managing the team as well as marketing & contracting the sale of NWA weather products. The last 8 years have been spent at Delta Airlines, managing the integration of the 2 Meteorology departments and the 2 radio networks; as well as a number of other projects after integration. During the 2nd half of those 40 years Tom was sole proprietor for Fahey Meteorological Consulting and served clients on a part time basis.

Tom plans to retire from Delta on 31 August and return to part time consulting work."

Tammy Farrar
Federal Aviation Association (FAA)

Tammy holds a Bachelor of Science degree in Atmospheric Sciences with a minor in Physics from the University of Arizona. She attended graduate school at Florida State University where she earned a Master of Science degree in Meteorology with an emphasis in Climatology.

She served for 11 years as a Weather Officer in the U.S. Air Force. Her positions included that of Special Projects Team Chief and Special Support Plans Officer at Air Force Global Weather Central in Omaha, Nebraska, and Wing Weather Officer for the 86th Tactical Fighter Wing and Command Briefer for the Commander in Chief, United States Air Forces Europe at Ramstein Air Base, Germany. Her military aviation weather experience includes staff and operational support to fighter and airlift units, exercise and special mission support, and accident investigation.

After leaving the Air Force, Tammy worked as an Editorial Assistant for the American Meteorological Society's Journal of the Atmospheric Sciences. She began her current position as a Research Meteorologist for the Federal Aviation Administration NextGen Organization's Aviation Weather Division in January of 2008, and serves as the FAA's Turbulence Subject Matter Expert and Lead for the Turbulence and Airborne Observations projects. In addition, she was selected in 2016 to participate in the FAA's Program for Emerging Leaders (PEL).

Paul Fiduccia
Aviation Systems Engineering, Inc.

Paul Fiduccia, is President of Aviation Systems Engineering, Inc., an aviation consultancy founded in 2000. He has worked projects in the US, Europe, and China to expand the market for small aircraft through implementation of new technologies in airborne and ground-based aviation system infrastructure, using new safety analysis, policies and certification systems. From 2000 – 2007, he worked mainly in the US and Europe.

- Enthusiastic member of Friends/Partners in Aviation Weather (FPAW) from 2000 to 2007. Chaired some of its meetings; produced action list naming a responsible persons and due dates of tasks to support progress.
- Represented small aircraft and avionics manufacturers, directed and participated in testing new graphical weather products, the means of transmitting them to aircraft in flight, and of displaying them in the cockpit.
- An industry leader with FAA managers in setting requirements for new weather products for safety, capacity and efficiency, including for NCAR on Alaska Icing and Low Ceiling and Visibility forecast products.
- Advocated to Congress providing adequate FAA and NASA funding for weather related programs, and organized supporting Aviation Industry efforts and investments in weather data link and display avionics development.
- Received an Aviation Week Laurels Award (with another current FPAW member Tom Fahey), for producing the Collaborative, Convective Forecast Produce (CCFP) -- renamed TFM Convective Forecast Product – still used
- Effectively supported the FAA's R&D Programs for air traffic systems (incl. weather), as a member of the FAA and NASA Research Engineering and Development Advisory Committees, and Joint Government/Industry Programs.
- Chaired the FAA/Industry Safer Skies Program's Joint Weather Analysis and Implementation Teams.
- Led efforts to set standards for hazard severity depictions of weather-in-the-cockpit graphics.
- Chaired FAA/NASA Wake Turbulence Avoidance System (using weather variables) Conops Safety Evaluation Team, including US and European research, development, and regulatory institutions, airlines, pilots, controllers.
- Chaired FAA-NWS Graphical Forecast for Aviation Committee. 2001 – 2007.

From 2007 to 2017, he worked to transmit US-FAA infrastructure development and safety regulation methods to Civil Aviation Administration of China (CAAC), to support development of China as a market for US general and commercial aviation products. Also led China supplier and export development programs and the China office of a major US general aviation manufacturer from 2007 – 2016.

- Chairman, General Aviation/Business Aviation (GABA) Committee, US-China Chamber of Commerce, Aviation Cooperation Partnership (ACP): 2008 to 2017. ACP, chaired by Boeing and FAA, includes all US aerospace companies active in China and is the primary organization to advance China government policy and infrastructure development for civil aviation.
- The GABA Committee designed and produced four major reports, funded by the US Trade and Development Administration, answering questions of CAAC on how best to develop and regulate general and regional aviation in China, mainly based on FAA and US industry experience.
- China Country Manager, Cirrus Aircraft Co., with half time in China, in Beijing & other major cities, 2007 to 2010.
- Program Manager of Cirrus cooperative engineering/production programs in China, and Full-time Manager of Cirrus China office in Zhuhai, China, 2011 to 2016.

Recently returned to the Washington DC area where he lived for over 30 years. He is working on air traffic systems development and operational safety programs, in the US and internationally, including in China.

Matt Fronzak
MITRE/CAASD

Matt Fronzak is the Weather Portfolio Advisor and a Principal Aviation Systems Engineer in MITRE's Center for Programs and Technology (CPT). His primary focus is on foundational ATM-Weather Integration research and analysis. He is involved in a variety of projects revolving around traffic flow management (TFM) decision-making in the face of weather constraints. Additionally, Matt coordinates weather-related activities across the MITRE Center for Advanced Aviation Systems Development (CAASD) portfolio, and contributes to a variety of CAASD projects as either a weather, aircraft dispatcher or operations control subject matter expert.

Prior to joining MITRE, Matt spent 34 years at Delta Air Lines working in a variety of operational and management roles, primarily at Delta's Operations Customer Center (OCC). He accrued extensive practical experience as both an aviation meteorologist and FAA-licensed aircraft dispatcher during this time. In between Delta and MITRE, he had a short stint with Rockwell Collins as a marketing manager supporting that company's airborne weather radar products. Matt holds a B.S. - Meteorology from the University of Massachusetts, Lowell and a Master of Aeronautical Science from Embry-Riddle Aeronautical University with specialties in Operations and System Safety.

Judy Ghirardelli
National Oceanic and Atmospheric Administration (NOAA)

Judy Ghirardelli holds a Bachelor of Science Degree in Mathematics from Davidson College and a Master of Science Degree in Meteorology from the University of Maryland. For the last 22 years, she has worked for the Meteorological Development Laboratory (MDL) of the National Weather Service (NWS) in Silver Spring, MD, where she is the Task Manager for the Localized Aviation MOS Program (LAMP). She oversees the development and operational implementation of the LAMP system, which provides objective probabilistic and deterministic forecast guidance of sensible weather with a focus on guidance for aviation forecasting. The LAMP forecasts are available at stations in the United States (US). Gridded LAMP guidance for a number of forecast elements, including convection, lightning, ceiling height, and visibility, are also available on a 2.5-km grid covering the contiguous US.

Steve Jangelis
Air Line Pilots Association (ALPA)

Captain Steve Jangelis is the Aviation Safety Chairman for the Air Line Pilots Association, International Air Safety Organization. The Air Safety Organization utilizes the volunteer services of over 400 member Pilot subject matter experts and is the largest non-governmental safety organization in the world. Captain Jangelis is responsible for safety matters representing 55,000 pilots at 33 airlines in North America.

Captain Jangelis flies the Boeing 717 and is based in New York City, NY. He is type rated on the Douglas DC-9, Boeing 727 and Boeing 757/767 and was a Simulator Instructor, Line Check Airman, and Captain on the Boeing 727 flying both cargo exclusive and passenger operations.

Captain Jangelis currently is the Co-Chairman of the FAA's Runway Safety Council. He also serves as the ALPA Primary Representative to the FAA/Industry CAST (Commercial Aviation Safety Team) and to the FAA's ASIAS (Aviation Safety Information Analysis and Sharing System) Executive Board.

Captain Jangelis has also served as ALPA Party Coordinator and participated in Airports, Voice Recorder and Structures Groups in official NTSB accident and incident investigations for the Delta Air Lines Master Executive Council. Captain Jangelis also instructs new ALPA pilot volunteers in that discipline.

Captain Jangelis has participated in Safety Risk Management panels on runway construction, airspace modifications and also participated as a simulator operational testing pilot for Data-Comm taxi installations, Final Approach Runway Occupancy Signal (FAROS) and SMGCS evaluations.

Prior to becoming an Air Line Pilot, he gained airport operations experience as an Airfield Operations and Maintenance technician at a Midwest airport and has been a guest speaker and panelist at many Airport Accreditation Schools training seminars. Captain Jangelis received a Bachelor of Science Degree in Aviation Flight Management from Lewis University in Illinois.

Kevin Johnston

Federal Aviation Administration (FAA)

Kevin Johnston is the Chief Meteorologist for the Director of the Federal Aviation Administration's (FAA) System Operations. As such, he advises the Director on weather related issues associated with Air Traffic Flow Management Decision Making activities. He is also the Contract Officer Representative for National Weather Service support to FAA Air Traffic Control Facilities and the FAA lead to the Collaborative Decision Making (CDM) Weather Evaluation Team (WET).

Mr. Johnston moved into this position in November of 2008 after leaving the National Weather Service where he was the Aviation Services Branch Chief and NOAA Aviation Weather Program Manager from 2004-2008.

Mr. Johnston is a retired Air Force Lieutenant Colonel where he served over 21 years as a Weather Officer providing weather decision assistance information to various Joint, Air Force, Army and Special Operations missions.

Mr. Johnston has a Bachelor Degree in Meteorology from the Pennsylvania State University. Mr. Johnston is married to the former Ms. Jenny Jepson and they have three boys, William Patrick, Daniel Joseph and Thomas Michael.

Thomas Judge

LifeFlight of Maine

Thomas Judge is the Executive Director of LifeFlight of Maine. With an extensive background in pre-hospital emergency medical services and air medicine Tom has worked in the public and non-government sectors and has a wide background in the design and implementation of emergency medical care systems nationally and internationally. Former Board Chair of Maine EMS, the State Regulatory and Licensing Agency, Tom has served as a Helicopter EMS subject matter expert for the National Transportation Safety Board, the Institute of Medicine, the State of Maryland Expert Panel on the review of Trooper 2, the Government Accountability Office, recently completing a fifth appointment and ten years of service to on the US Federal National EMS Advisory Council.

He currently leads the Infrastructure work group for the US Helicopter Safety Team and has been a member of the International Helicopter Safety Team since its inception. He is the immediate past Chair of the Association of Critical Care Transport, former president of the Association of Air Medical Services, and a former Board Member for the Medevac Foundation International and has served on the International Scientific Committee for AirMed 2008 (Prague, CZ) AirMed2011 (Brighton, UK), and AirMed2014 (Rome, IT)

International work includes projects and presentations in Canada, throughout the UK and Ireland, Italy, Denmark, France, Czech Republic, Spain, Japan, Australia, and South Africa. Thomas was a 1996 Atlantic Fellow in Public Policy working in the NHS with postings at the Medical Care Research Unit/ University of Sheffield, the Scottish National Ambulance Service, and the King' Fund. He is a founder ambulance member of the Faculty of Pre-Hospital Care of the Royal College of Surgeons Edinburgh and serves as faculty for the National EMS Physician's Association National Medical Director Course.

Thomas has authored numerous articles on EMS and critical care transport and has served as faculty for numerous national and international meetings. He is particularly interested in patient safety, risk, governance, and the effects of health care policy and in the issues of access and equity in the provision of rural medical care. He continues to serve as a paramedic on the local volunteer rescue which developed the first community paramedic program in Maine.

John Kosak

National Business Aviation Association (NBAA)

John Kosak received his Private Pilot's license in early 1991 while attending the Flight Program at Northwestern Michigan College in Traverse City Michigan where he also received his associate's degree. Flying within the Great Lakes region is how John first gained a healthy respect for, and growing interest in aviation weather.

While John's life veered from aviation for a short period, he used the time to acquire his Aircraft Dispatcher License in early 1999 and later that year he joined a fractional aircraft company that was growing exponentially. John worked in numerous aspects of the business including logistics, dispatch, flight planning, operations training and operations management. As one of the first FAA licensed dispatchers working at Flight Options, John became the ad hoc weather specialist. Working in the Flight Options Operations Control Center gave him an appreciation for how weather impacts everything from a single flight to the entire operation.

After seven years at Flight Options, John joined the National Business Aviation Association's Air Traffic Services at the FAA's Air Traffic Control System Command Center, now located in Warrenton, VA. As an Air Traffic Management Specialist working for NBAA members, John helps business and general aviation aircraft navigate the complex National Airspace System (NAS) and serves as a general aviation advocate during daily planning conference calls attended by Centers, TRACONS, Towers, and other operators throughout the NAS. In addition to daily duties at the desk, John also writes documents for the weekly NBAA Update e-newsletter and stories for the "Business Aviation Insider," the official Member magazine of the NBAA. He facilitates presentations about weather and traffic management at the annual NBAA Business Aviation Convention & Exhibition, the Schedulers and Dispatchers and the Business Aviation Regional Forums, and in online webinars. John also assisted with the concept and implementation of a national program called File Smart, aimed at helping pilots understand the benefits of filing early, filing accurately, and checking the NAS—including weather forecasts—before flying.

While completing Penn State University's Weather Certificate course, John became the NBAA general aviation representative on the FAA's Collaborative Decision Making

Weather Evaluation Team (WET) in 2008. He began participating in the Friends and Partners of Aviation Weather (FPAW) meetings in the summer of 2010. Both of these groups work with government, industry, academic, and private sector companies to design better weather products as well as systems for delivering them to operators. John was one of the driving forces behind the NBAA implementation of a weather specific committee that will pursue the organization's members' interests while working with the FAA and the National Weather Service as well as the FPAW and WET groups.

Recently he was promoted to Program Manager, Weather, for NBAA's Air Traffic Services. When he is not working, John can be found giving tours of the National Air and Space Museum's Steven F. Udvar-Hazy Center where he is a Docent, photographing the action at air shows throughout the eastern US, or when he is not on the ice himself, photographing his favorite sport, ice hockey.

Daniela Kratchounova

Federal Aviation Administration (FAA)

Daniela Kratchounova, Ph.D. is a Research Scientist at the Federal Aviation Administration's Civil Aerospace Medical Institute. She has 20+ years of experience in the aviation industry including airline training, instructional technology, human factors engineering and design; and aviation human factors R&D. Her research interests include aviation weather, advanced vision systems, multimodal controls, and future flight deck design.

Michael Matthews

MIT Lincoln Laboratory

Michael Matthews is an Associate Staff member in the Air Traffic Control Systems Group at MIT Lincoln Laboratory. Michael joined the Laboratory in 1991 after receiving a B.S. degree in Meteorology from the University of Massachusetts at Lowell. He has been a contributor to many of the FAA sponsored weather programs at Lincoln over the years including the Terminal Doppler Weather Radar (TDWR), Integrated Terminal Weather System (ITWS) and the Corridor Integrated Weather System (CIWS). Most recently, Michael has been focusing on the development of decision support tools and the translation of weather products into decision aids. He has been a major contributor to the development and validation of the Convective Weather Avoidance Model (CWAM) for both the enroute and terminal Weather Avoidance Field (WAF) products.

Captain Mary McMillan

Inmarsat, Plc

Captain Mary McMillan is the Vice President of Aviation Safety and Operational Services for Inmarsat, Plc. As the leading global mobile satellite telecommunications provider, Inmarsat has been powering aviation safety since the introduction of oceanic surveillance and communications services in the early 1990s.

Captain McMillan brings a unique combination of airline, air traffic, regulatory, and international aviation experience to her role, working with Inmarsat's partners, airlines and air navigation service providers on the introduction of the next generation of enhanced satcom-enabled flight deck services. Captain McMillan's portfolio includes the live evaluation of SwiftBroadband safety and

flight tracking services, cockpit applications and the aviation safety and operational development of the European Aviation Network.

For over 25 years, Captain McMillan was a pilot, standards captain and flight operations duty manager with United Airlines. During her career, Captain McMillan served in a number of capacities for the Airline Pilots Association, International. This included roles as Chairman of United Airlines Central Air Safety Committee and Chairman of the President's Aviation Environmental and Energy Task Force. In August 2008, Captain McMillan received a Presidential Citation for developing and fostering ALPA aviation environmental policy.

Captain McMillan began flying in 1982 and has over 12,000 hours flight time in aircraft ranging from DC-10, B747, B737, B757/B767 and Airbus 320

About Inmarsat

Inmarsat plc is the leading provider of global mobile satellite communications services. Since 1979, Inmarsat has been providing reliable voice and high-speed data communications to governments, enterprises and other organizations, with a range of services that can be used on land, at sea or in the air. Inmarsat employs around 1,600 staff in more than 60 locations around the world, with a presence in the major ports and centres of commerce on every continent. Inmarsat is listed on the London Stock Exchange (LSE:ISAT.L). For more information, please visit www.inmarsat.com.

Anthony Moniz

Leidos

B.S. Meteorology from Embry-Riddle Aeronautical University. I have been working at Flight Services (Lockheed Martin and now Leidos) for 7 years. I have been a supervisor at Flight Service for the past 2.5 years. I was involved in the Graphical Forecast Images (GFI) safety panel and training development.

Gordon (Gordy) Rother

Federal Aviation Administration (FAA)

Aviation Safety Inspector, Aircraft Dispatch

Federal Aviation Administration, AFS 430 Future Flight Technologies Branch

Mr. Rother has been with the FAA since September 2001.

- Currently he works as the Flight Standards Aviation Weather Subject Matter Expert working with Air Traffic, NOAA, NWS, AWC and industry on weather related issues.
- From 2011 to 2015 he worked as a dispatch, navigation, Aircraft Performance, ETOPS and flight planning Subject Matter Expert in AFS-240.
- From 2009 to 2011, he worked as a Safety Inspector in the MSP FSDO on the Mesaba Airlines and Sun Country Airlines certificate management teams. He was assigned team lead for the merger between Colgan Airlines and Mesaba Airlines.
- He started his career in the FAA in the Northwest Airlines Certificate Management office in 2001 where he worked through 2009. During that period, he instructed both the Dispatch Functions course and the Oceanic and International Operations course in Oklahoma City. He was involved in the merger of Delta and Northwest operations as an SME to the Joint Transition Team. Mr. Rother was also involved in the FAA Landing Performance Team investigating the Southwest Airlines flight 1248 overrun at Chicago, Midway Airport in December 2005. He participated in the development of FAA SAFO guidance for landing on contaminated runways. He was then assigned as the team lead to the 121 subcommittee for the Takeoff and Landing Performance Aviation rulemaking team.

Mr. Rother came to the FAA in 2001 after 15 years of air carrier Dispatch and Management experience, which included both domestic and international operations. Mr. Rother held positions as Assistant Dispatcher, Dispatcher, Supervisor/Training Dispatcher, Chief Dispatcher and Director of Systems Operations Control for three 121 airlines.(Spirit of America, Mesaba Airlines, and Sun Country Airlines,) He holds a Private Pilot SEL certificate and Aircraft Dispatcher Certificate.

Chris Schwartz

Delta Air Lines

I am Chris Schwartz - Supervisor Flight Control Standards at Delta Air Lines. I remain qualified as both a domestic and international flight dispatcher in addition to overseeing our Line Check Dispatcher group, the dispatcher Aviation Safety Action Program (ASAP), and the Safety Management System for Delta's Operations Center. I've been an active dispatcher for 21 years (10 at Delta, 9 at Comair-Delta Connection regional, and 2 in the corporate sector).

Danny Sims

Federal Aviation Administration (FAA)

Danny Sims works in the Weather Research Branch of the FAA's NextGen Aviation Weather Division. He oversees several areas of the FAA's Aviation Weather Research Program including Model Development and Quality Assessments. Prior to his current work, he was located at the FAA's Air Traffic Control System Command Center overseeing the Traffic Flow Management System (TFMS), the automation platform used to manage the daily operations of the National Airspace System. He was responsible for maintaining operations and resolving issues for FAA air traffic control facilities, Department of Defense facilities, international partners, and commercial aviation entities. Mr. Sims began working with TFMS in 2004 and was instrumental in the integration of products such as the Corridor Integrated Weather System (CIWS) and the Route Availability Planning Tool (RAPT) into today's operational system. Prior to coming to FAA Headquarters, Mr. Sims was a Test Lead at the FAA's William J. Hughes Technical Center overseeing user and meteorological evaluations for a variety of aviation weather products. He worked closely with air traffic controllers, airline dispatchers, weather forecasters and the aviation weather research community. From 1984 to 1992, Mr. Sims was a member of the United States Air Force serving as a Weather Officer supporting United States Army infantry operations, and the development of new capabilities to support rocket launches and the dispersion of toxic chemicals. He holds a degree in Environmental Science from the University of Virginia and degrees in Meteorology from Penn State.

Bill Smith

National Aeronautics and Space Administration (NASA)

Dr. William L. Smith Jr. is a Research Scientist in the Climate Science Branch of the Science Directorate at the NASA Langley Research Center. He has used satellite data to study clouds and radiation for more than 25 years. Dr. Smith provides scientific leadership for conducting experimental and theoretical investigations to develop physical understandings of radiant energy processes involving clouds, aerosols, the atmosphere, and the surface. He leads the Cloud Working Group for CERES (Clouds and the Earth's Radiant Energy System), one of NASA's major satellite programs for monitoring global change. He has led several surface and aircraft-based field campaigns over the western Atlantic and the Arctic Ocean and participated in many others. Dr. Smith is developing and demonstrating satellite methods for diagnosing aircraft icing conditions and for improving the 4-D representation of clouds and their effects in weather analyses and forecasts.

Brandon Smith

National Oceanic and Atmospheric Administration (NOAA)

Brandon is a professional meteorologist with over 26 years of experience. He spent 4 years of Active Duty Naval Service in Pearl Harbor, HI, serving as a Meteorological Technician and Forecast Duty Officer. He also has 22 years of service in the Naval Reserve. During this time he worked as Aviation Forecaster at NAS Willow Grove, PA; Ship Routing Officer in Pearl Harbor, HI; and Staff Weather Officer for U.S. Southern Command in Miami, FL. He has also had Command of two Navy Reserve units. He currently serves as Asst. Deputy Chief of Staff for the Training Dept for Naval Information Forces Reserve, Ft. Worth TX.

He joined the National Weather Service in 2004 in Salt Lake City, UT, as a Meteorological Intern, and was promoted to General Forecaster. He also certified as an Incident Meteorologist, supporting emergency managers and federal assets fighting wildfires. He served as Aviation Program Lead for WFO New York, which supports one of the busiest air spaces in the world. He also served on the NWS Eastern Region HQ Staff, leading the Aviation and Severe Weather Programs for 22 National Weather Service Forecast offices and 4 Center Weather Service Units. He is currently an Aviation Weather Center National Aviation Meteorologist (NAM), providing impact based Decision Support to the FAA Air Traffic Control System Command Center in Warrenton, VA.

He is happily married, and is blessed with 3 daughters and a son.

Judson E. Stailey

National Oceanic and Atmospheric Administration (NOAA)

Jud Stailey is a Lead Meteorologist in the Office of the Federal Coordinator for Meteorology (OFCM), where he currently focuses his work on weather radar, surface observing systems and codes, weather support to aviation, and coordinating tropical cyclone and atmospheric transport and dispersion activities. He served in the Air Force for 30 years as a weather officer, retiring in 2002. Originally a civil engineer with a specialty in traffic management, he attended the Air Force's basic meteorology program and later earned a masters degree specializing in weather radar, precipitation physics, and storm structures. During his Air Force career he commanded a weather detachment, a weather squadron, and the Air Force's climatology center. He served two tours of duty at OFCM as the Air Force representative, focusing his work on climate services, space weather, and atmospheric transport and diffusion. Before returning to OFCM in June 2008, Jud worked as a program manager for small company supporting NASA programs at the Goddard Space Flight Center and the Langley Research

Kevin L. Stone

National Oceanic and Atmospheric Administration (NOAA)

Kevin Stone is a meteorologist in the Aviation and Space Weather Services Branch of the Analyze, Forecast, and Support Office at National Weather Service Headquarters. He is the co-lead of the FAA-NWS Aviation Weather Requirements Working Group, a joint effort to review and improve NWS products in support of aviation weather. Kevin joined NWS in 2011 after serving 27 years in the United States Air Force in various roles from weather observer to deputy group commander.

Mr. Stone holds a Master of Science degree in Meteorology from the Naval Postgraduate School and a Bachelor of Science degree in Meteorology from the University of Massachusetts-Lowell.

Clinton Wallace*National Oceanic and Atmospheric Administration's (NOAA)*

Clinton Wallace, a veteran of the National Oceanic and Atmospheric Administration's (NOAA) Aviation Weather Center (AWC) in Kansas City since 1999, became the AWC Deputy Director in 2010. The AWC, one of the National Weather Service's nine National Centers for Environmental Prediction, delivers consistent, timely and accurate weather information for the world airspace system. Mr. Wallace has held several positions during his time at the AWC and has a great deal of experience in aviation weather research and development. He served as a Techniques Development Meteorologist prior to joining the AWC management team in 2002. Prior to his service at the AWC, Mr. Wallace was a meteorologist at the Joint Agricultural Weather Facility in Washington, D.C. and scientist at the National Severe Storms Laboratory in Norman, OK.

Heidi Williams*National Business Aviation Association (NBAA)*

Heidi J. Williams joined the National Business Aviation Association in December of 2016 where she serves as the Director, Air Traffic Services & Infrastructure. In her current role, she is responsible for NBAA's policy and coordination with the FAA, state and local officials, and association members relating to air traffic control, air traffic management/design activities, Nextgen, and oversees the NBAA Air Traffic Services at the FAA Air Traffic Control Command Center. Prior to joining the NBAA team, Ms. Williams served as the UAS lead for Lockheed Martin and as Vice President, Air Traffic Services for AOPA. She has been actively engaged in the industry for nearly twenty years and is a commercial pilot and flight instructor.

Elizabeth Wilson*Panasonic Avionics*

Elizabeth Wilson is an Atmospheric Scientist in the Model Development and Operations branch of Panasonic Weather Solutions (PWS), a division of Panasonic Avionics Corporation. PWS deploys and manages the TAMDAR aircraft-based observing network. These data are used internally by PWS, as well as distributed to various international meteorological centers, including the NWS via the National Mesonet Program, to improve the forecast skill of numerical weather prediction models. PWS is the only private entity in the world with a custom-developed, global weather-modeling platform initialized from raw observations, and completely independent from NWS-produced global model data.

Ms. Wilson joined PWS in 2013. Her areas of expertise are numerical weather prediction, post-processing algorithms, and global aviation weather-related optimizations and fuel-savings programs, which she oversees at PWS. She is a member of the American Meteorological Society and participates as a member of their Forecast Improvement Group. Ms. Wilson has a M.S. and B.S. in Atmospheric Science from North Carolina State University.

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